

# The Mining Journal

## RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 255.—VOL. X.]

London: Saturday, July 11, 1840.

[PRICE 6D.

### PUBLIC COMPANIES.

#### MEETINGS.

**BRITISH SILVER-LEAD AND COPPER MINING COMPANY.**—Notice is hereby given, that, in consequence of twenty proprietors not being present at the General Meeting of this company, held this 3d day of July, at Twelve o'clock noon, at the Clarendon Rooms, South John-street, Liverpool, by adjournment from the 9th and 22d days of May, and 5th and 19th days of June successively, the same stands adjourned to this day fortnight, the 17th instant, at the same place and hour. The Mine having been inspected by an experienced mining captain, its state and prospects will be laid before the meeting.

By order of the directors,  
Company's office, Brazil-buildings, Drury-lane, R. SHERATON, Sec.  
Liverpool, July 3.

N.B. Every shareholder must have paid all calls before he can be entitled to vote.

**CONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.**—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of the proprietors of this association will be held at the office of the company, No. 26, Austin-friars, on Friday, the 31st instant, at One o'clock precisely.

By order of the court of directors,  
WILLIAM LECKIE, Secretary.

**CANDONGA MINING ASSOCIATION.**—A Half-Yearly GENERAL MEETING of proprietors of the Candonga Mining Association will be held at the office of the association, 9, Nicholas-lane, King William-street, on Friday, the 31st day of July current, at Twelve of the clock at noon precisely, to receive the half-yearly report of the directors.

By order of the board of directors,  
G. H. HEPPEL, Secretary.

**COPIAPO MINING COMPANY.**—Notice is hereby given, that the ANNUAL MEETING of proprietors will be held at the company's office, on Thursday, the 30th inst., at One o'clock precisely. It will then be proposed, "That, in future, the election of directors and auditors take place at the General Annual Meeting of proprietors, instead of the period at which such elections have hitherto taken place."

By order of the directors,  
FRED. GRELLER, Sec.

**DE DUNSTANVILLE MINING COMPANY.**—The directors of the above company give notice, that a HALF-YEARLY GENERAL MEETING of the shareholders will be held at the office of the company, on Thursday, the 30th day of July instant, at Two o'clock precisely.

26, Brixton-lane, July 6.

**DANESCOMB MINING COMPANY.**—The directors of the above company hereby give notice, that the Second ANNUAL MEETING of the shareholders will be held at the office of the company, on Thursday, the 30th day of July instant, at Three o'clock precisely.

26, Brixton-lane, July 6.

**ST. HILARY COPPER MINING COMPANY.**—The directors do hereby give notice, that the ANNUAL GENERAL MEETING of the shareholders will be held at the office of the company, on Tuesday, the 21st July, at Twelve o'clock precisely, to receive the usual annual reports, and to elect one director and one auditor, in the room of those who go out by rotation, but are eligible to be re-elected.

13, Great St. Helen's, July 7.

**UNITED HILLS MINING COMPANY.**—Notice is hereby given, that the ANNUAL GENERAL MEETING, as adjourned from the 2d instant, will be held at the office of the company, on Thursday, the 30th instant, at Two o'clock precisely.

5, Adam's-court, Broad-street, July 9.

**UNITED MEXICAN MINING ASSOCIATION.**—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of proprietors of this association will be held at the London Tavern, Bishopsgate-street, on Wednesday, the 29th day of July instant, at One o'clock precisely, when the election of directors and an auditor will take place.—John Biddulph, Esq., Ambrose Humphrys, Esq., who, being eligible thereto, are candidates for re-election. Auditor going out—Charles Morris, Esq., who, being eligible thereto, is a candidate for re-election.

By order of a court of directors,  
JOHN MATHER, Sec.

**WEST CORK MINING COMPANY.**—The GENERAL HALF-YEARLY MEETING of the West Cork Mining Company will be held at the offices of the company, New Broad-street-court, New Broad-street, in the city of London, on Wednesday, the 29th day of July instant, at One o'clock in the afternoon precisely, on the general business of the company.

By order of the board,  
T. M. SHADWELL, Secretary.

Offices of the company, New Broad-street-court.

**WHEAL SISTERS MINING COMPANY.**—Notice is hereby given, that a SPECIAL GENERAL MEETING of the proprietors will be held, in pursuance of requisition, at the office of the company, on Wednesday, the 13th day of July, at Twelve o'clock precisely, for the purpose of taking into consideration the dissolution of the company.

GEORGE MORGAN, Sec.

Office, 37, New Broad-street, June 25.

CALLS.

**GREAT WESTERN RAILWAY.—CALL FOR FIFTH INSTALMENT OF TEN POUNDS PER HALF SHARE.**—The directors of the Great Western Railway Company having resolved, at a Meeting held in London, this day, to call, under the provisions of the Act of 2d Victoria, for an instalment of £10 per half-share, notice is hereby given, that the proprietors of half-shares are requested to PAY, on or before the 28th of July next, to any of the undermentioned bankers, the sum of TEN POUNDS on each of their respective half shares, viz.—

London—Messrs. Glyn, Halifax, Mills, and Co., at the Great Western Railway-office, Princes-street, Bank.

Bristol—Messrs. Miles, Harford, and Co., Elton, Baillie, Ames, and Co.; Stuckey's Banking Company; the West of England and South Wales District Bank.

Liverpool—The Bank of Liverpool.

Cheltenham—The County of Gloucester Bank.

Reading—Messrs. J. C. and H. Simonds.

By order of the board of directors,  
CHAS. A. SAUNDERS, THOMAS OSLER, Secretaries.

DIVIDEND.

**ROYAL SANTIAGO MINING COMPANY.**—The directors hereby give notice, that the Six Months' DIVIDEND OF TWO POUNDS FOUR SHILLINGS per share, declared this day, will be paid at the office of the company, 28, Broad-street-buildings, on and after Friday, the 17th instant. The dividend warrants must be left at the office three days before the day of payment.

July 8.

**BRITISH IRON COMPANY.**—Notice is hereby given, that the FIRST INSTALMENT of the principal of the PROMISSORY NOTES issued by the British Iron Company, and the FOURTH HALF-YEAR'S INTEREST upon them, will be paid at the office of the company, No. 2, New Broad-street, on Monday, the 20th inst., and on every subsequent Monday, Wednesday, and Friday, between the hours of Twelve and Four o'clock.

The notes, with a list of them, signed by the holders, must be left for examination on clear day previously to application for payment.

**UNITED MEXICAN MINING ASSOCIATION.**—Notice is hereby given, that a FOURTH AND FINAL PAYMENT of TWENTY-FIVE PER CENT., in respect of the AUXILIARY CAPITAL of £50,000, raised under the resolutions of the General Meetings of proprietors, held on the 23d February, and the 19th May, 1829, will be made at the office of the association, on and after Wednesday, the 8th of July instant.

By order of a court of directors,  
JOHN MATHER, Sec.

The scrip issued by the association, for the above loan, must be left at the office two clear days before payment is made.

**BLAENAVON IRON AND COAL COMPANY.**—The board of directors of the Blaenavon Iron and Coal Company are ready to RECEIVE APPLICATIONS from parties wishing to take the DEBENTURES of the company, as authorised to be issued by a resolution passed at a General Meeting of the proprietors held on the 24th of April, and confirmed at a subsequent Special General meeting, held on the 2nd ult. The debentures will be issued for periods of three, or seven years, at the option of the holder, interest, at the rate of 5 per cent., annum, will be payable half-yearly, at the office of the company. Any further information may be obtained, on application to the secretary, W. H. West, Esq., solicitor of the company, Isaac Sewell, Esq., 21, Throgmorton-street.

London, July 10.

#### SHARES IN VALUABLE BRITISH MINES.

**M**R. C. WARTON is directed to include in his next PERIODICAL SALE, BY AUCTION, at the Auction Mart, opposite the Bank of England, on Thursday, 23d July, at Twelve o'clock, several VALUABLE SHARES in BRITISH MINES of established importance, including—One half part or share in the celebrated Tresavas Mine, two shares in the valuable Carn Brea. Shares also in scrip companies, including Treleigh, West Wheal Jewel, Tincroft, Redmorn, Tamar Consols, &c.

Particulars in due time, at the Mart: at the Golden Lion, Liverpool; and of Mr. C. Warton, Auctioneer and Estate Agent, No. 38, Threadneedle-street, where every description of Mining Property is sold.

#### ANGLESEY, NORTH WALES.

**VALUABLE FREEHOLD PROPERTY ON THE SEA COAST IN THE LIMESTONE FORMATION, CLOSE TO THE VILLAGE OF MOELFRE.**

**T**o BE SOLD, BY AUCTION, at the Bull's Head Inn, Llanerchymedd, in the county of Anglesey, on Wednesday, the 18th July between the hours of Three and Five in the afternoon, in the following lots, or otherwise, as may be agreed upon at the time of sale, unless disposed of in the meantime by private contract, of which due notice will be given.

LOT 1.

A tenement, called Tymawr, in the occupation of Mr. Hugh Roberts, as tenant, from year to year.

LOT 2.

A tenement, called Penysyn, in the occupation of the Rev. John Griffiths, as tenant, from year to year.

LOT 3.

All those dwelling-houses, store-houses, gardens, and appurtenances, situated in the village of Moelfre, held by Richard Hughes, Owen Hughes, Griffith Edwards, John Evans, William Roberts, Richard Evans, Owen Rowlands, John Jones, John Roberts, and Thomas Owen, or their under tenants, in leases for lives or otherwise.

LOT 4.

Extensive MARBLE and LIMESTONE QUARRIES, along the sea beach, well situated for shipping; the prepared blocks of marble already raised to be taken at a fair valuation; the whole measuring thirty-six acres, or thereabouts.

The quarries produce black and grey limestone, lying in beds of different sizes—from those used for railway blocks, to those of the larger sort, required for pier quoins, and other heavy work. The stone is of the same nature and colour as that of which the new Birmingham Town-hall is built, and from these quarries a grey stone was supplied for building Holyhead Pier, and of black marble for building Penrhyn Castle, the magnificent seat of G. H. Dawkins Pennant, Esq. The rubble stone on the surface, and the fragments from the more solid beds, when burnt, make excellent lime, for purposes of building and agriculture. Sheds may be erected for storing a large quantity of quicklime, ready to be sent off when required. This plan is adopted in other places, from which quicklime is exported to a much greater distance than that between Moelfre and Liverpool.

Further particulars may be known, by application to Mr. George Bradley Rouse, solicitor, Amlwch, Anglesey.

THE GODOLPHIN MINES, CORNWALL.

**UNRESERVED SALE.**

**VALUABLE MINES, ENGINES, AND MACHINERY.**

**T**o BE SOLD, BY PUBLIC AUCTION, on Monday, the 10th day of August next, at Four o'clock in the afternoon, at the Angel Inn, in the borough of Helston, subject to such conditions as will be produced at the time and place of sale, all those HIGHLY PRODUCTIVE TIN AND COPPER MINES, called the GODOLPHIN MINES, situate in the several parishes of Breage and Crown, in the county of Cornwall, on which several engines have been erected, together with the valuable machinery and materials thereon. These mines are in full course of working, and are producing large quantities of tin and copper ore; the prospects are highly flattering, and a personal inspection is invited, for which every facility will be afforded.

For a view of the mines, apply to Capt. Thos. Richards and the agents thereon; and for further particulars, application must be made to Capt. Wm. Richards, Rosneath, Marazion; Mr. Henry Trefusis Smith, solicitor, Devonport; Messrs. Simmons, Passingham, and Simmons, solicitors, Truro; or Messrs. Grylls and Hill, solicitors, Helston.—Truro, July 8.

VALUABLE COAL AND IRON MINES.

**DENBIGHSHIRE, NORTH WALES.**

In the month of August next, will be OFFERED FOR SALE, by the assignees of Mr. Richard Greenhow, a bankrupt,

**THE PANT AND RHOS LLANERCHRUGOG COLLIERIES**

AND IRON WORKS, consisting of EXTENSIVE and VALUABLE MINES of COAL and IRONSTONE, situate in the parish of Russon, in the county of Denbigh, North Wales, together with the machinery, engines, blast furnaces, and utensils necessary for carrying on the works in an efficient and profitable manner.

Due notice of the time and place of sale will be given, and full particulars of the property will appear in future papers; and, in the meantime, information relative thereto can be obtained on application to Abraham Banks, Esq., Liverpool; Samuel Kenrick, Esq., Handsworth, Birmingham; Mr. William Kenrick, coal master, Wynn Hall, Ruthin; Messrs. Tomlinson and Keary, solicitors, Stoke-upon-Trent, Staffordshire; Messrs. Clarke and Medcalf, solicitors, 20, Lincoln's Inn-fields, London; Mr. E. H. Edwards, 25, Bedford-row, London; Mr. Thomas Edgworth, solicitor, Wrexham; or to Messrs. T. A. and J. Grundy, solicitors, Bury, Lancashire.

WHEAL GILL MINE.

In the neighbourhood of Holmbush and South Cadron, near Liskeard.

**TO BE DISPOSED OF, the valuable sett called WHEAL GILL MINE,**

with residue of lease, having seventeen years to run, at one-sixteenth dues; also, steam-engine, machinery, pumps, buildings, and materials necessary for working the same. The engine-shaft has been sunk forty fathoms, and considerable work done underground, with fair prospects. The blende raised from this mine in the upper levels, as referred to in the various official reports on this district, is of a very superior quality, and the indications of copper are highly satisfactory; the outlay incurred by the present adventurers amounts to about £25,000. Particulars of the sett, machinery, and materials, and every information, may be obtained on application at the offices, 27, New Broad-street, London.

VALUABLE MINING PROPERTY FOR SALE.

**T**o BE SOLD, with IMMEDIATE POSSESSION, at a very low price, the VERY PROMISING MINE, WHEAL CALMADY, situate near Bridestow, Devon, with all the buildings, machinery, &c. &c., thereon, in good condition, and consisting of a water wheel, 24 feet diameter and two feet breast, capstan, shears, ropes, pumps, rods, bobs, &c., &c., ready for the further prosecution of the mine, of which an effectual trial may now be made for a small sum, preparatory works having been already executed at considerable expense. Lease for fifteen years unexpired—dues one-twelfth.

For further particulars, apply to Captain Joseph Ninnis, Bridestow, Devon; or to Mr. Paul Ninnis, 2, Duke-street, Adelphi, London.

MINING INVESTMENT.

**T**o BE SOLD, by PRIVATE CONTRACT, pursuant to arrangements made for dissolving the late company, and settling their affairs,

**THE DARTMOOR UNITED TIN MINES,**

with the machinery, implements, and materials, consisting of a water-wheel for pumping, 24 feet diameter, and 4-feet breast; another wheel for stamping, 24-feet diameter, and 4-feet breast, with all usual connections of rods, bobs, and necessary appendages for draining the mine, and stamping the ore, to effect which there is a powerful and never failing supply of water belonging to the sett; ten fathoms of 16-inch, ten fathoms of 9-inch, and ten fathoms of 7-inch pumps, working pieces, slack doors, &c., capstan, shears, whines, and pulleys, kibbles, ropes, smith's and carpenter's tools, timber, iron, and sundry new and old mining materials.

There are several inlets in these sets, on two of which, called the Goblets, Duty Hole, and other holes, considerable trial has been made, by sinking an engine shaft forty fathoms, and driving levels at an expense of nearly £4,000, in the course of which some good courses of rich tin ore have been discovered, the sale of which has produced nearly £1,000.

These mines are situate near the villages of Hexworthy and Huckaby, on Dartmoor, about nine miles from Ashburton, and eleven from Tavistock, and the Dartmoor and Plymouth road.

There appear to have been very extensive workings on the backs of these inlets by the old miners, towards which the levels are extending, and from the quality of the tin, and the formation of the inlets that have been already worked upon, experienced miners agree in opinion that large quantities of tin ore will be discovered under these old workings, which will amply repay a liberal outlay to sink the mine, and extend the levels below the at present comparatively shallow levels, and which course of working the present company have been prevented from adopting, solely from disagreements among the adventurers, which have led to the dissolution of the company.

Unless these mines and materials are sold in one lot, on or before the 3d day of August next, there will be a PUBLIC AUCTION, to SELL all the before mentioned materials, in such lots as may be decided on at the time of sale, which will be held on the mines, on Friday, the 7th day of August next, precisely at Twelve o'clock at noon.

To treat for the purchase, and to obtain further information, application may be made to Messrs. Whiteford and Bennett, solicitors, Plymouth; or Mr. Bridgeman, solicitor, Tavistock.

Dated 1st July, 1840.

**SLATE WORKS.—To a Company, or Individual, desirous of**

**OPENING A SLATE QUARRY,** the opportunity of a favourable speculation is now offered on a freehold estate, in the quiet and delightful neighbourhood of Elverton and the Lakes, in the county of Lancaster. "A. H." Newbybridge, Lancashire, will direct a person to show the premises, and will receive proposals.

**G**REAT WHEAL PROSPER MINE.—TO BE SOLD, BY PRIVATE TREATY, the whole of the MACHINERY and WORKING IMPLEMENTS and MATERIALS connected with the above mine, situate in the parishes of Kew and Kouwyn, in the county of Cornwall, adjoining the Great Consolidated Mines. The machinery includes a splendid steam-engine, 60-inch cylinder complete, with a boiler upon the most approved principle, captain, shears, whines, pumps, flat rods, &c.

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## PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT-STOCK COMPANIES.

FRIDAY, JULY 3.

*Mr. Speaker reported the Royal Assent—To the Timber Duties Bill, the Glass Duties Bill, the Marine Insurance Company's Bill, the British Iron Company's Bill, Farmers' and General Fire and Life Assurance Company's Bill, Edinburgh Silk Yarn Company's Bill, and Hollmann's Patents Bill.*

*Railway Bills—Returns ordered "of the number of railway bills brought into Parliament in each year since the year 1830, and the number of railway acts passed during that time, and the amount of capital authorised to be raised by such acts; distinguishing the names of the railways to which such acts respectively relate, and of which they relate to new railways, and which to alterations of railways previously authorised; also of the number of railway plans deposited in the Private Bill Office since the making of the standing order, requiring them to be so deposited on or before the 1st day of April; and, also, since the making of the standing order requiring 10 per cent. of the proposed capital to be deposited prior to the application to Parliament; distinguishing the names of the railways to which such plans relate, and whether they relate to new undertakings or amendments already authorised."*

MONDAY.

*Midland Counties Railway—Bill read second time and committed.*

*Ardrosson and Johnstone Railway—Lords' amendments agreed to.*

TUESDAY.

## RAILWAY BILLS.

*Lord R. GROSVENOR moved, that—"In any application to Parliament, in the next session, for leave to bring in a bill for making any railway, recommended by government commissioners, such of the standing orders only as relate to bills of the second class, except railways, be considered applicable thereto."*

*Mr. GREENE would recommend that the subject be referred to the committee on private business, and when the report of that committee was before the House they would be better able to judge of the propriety of relieving railways from that portion of the standing orders to which the noble lord's motion referred.*

*Sir G. STRICKLAND said, he did not think that any case had been made out by the noble lord for departing from the ordinary rule of the House.*

*Mr. O. GOKE opposed the motion.*

*Mr. LABOUCHERE said, that this motion was in effect the same as that which had been rejected the other day, except that it did not contain what he felt, and stated at the time, to be a most objectionable principle, namely, that the House should not insist upon the pre-payment of 10 per cent. of the capital, as required by the standing orders. He had stated that to that part of the proposal of the noble lord he entertained insuperable objections. He had further stated, that to the other part of the proposal, that which constituted the whole of the proposal now made, he had come to conclusion with considerable difficulty—that conclusion being, that the House could not safely or justly depart from the standing orders laid down as the general rule to be observed in the case of railways. He allowed, at the same time, that there were special circumstances in this case which rendered it a matter of doubt and hesitation before he could arrive at a conclusion, and he was, therefore, much disposed to think that the course recommended by the hon. member for Lancaster (Mr. Greene) was, upon the whole, the one which the House might most satisfactorily and safely take. There were serious objections to departing, even under special circumstances, from general rules laid down for the guidance of business and announced to the public, and the public had a right to expect that the House would adhere to those rules except under the most special circumstances. He thought, however, that there were special circumstances in this case, which rendered it advisable to refer it, in the shape of an instruction, to the committee on private business. That committee was much employed in the consideration of questions of this sort, and they would be able to discriminate between this case and others; and he believed that committee was as free from partiality or bias as any committee to which the House could refer the matter. He would, therefore, support a motion for referring this subject to that committee, believing that course to be most satisfactory to themselves, and most impartial as regards the public.*

*After a few words from Sir J. Graham and Mr. Hughes,*

*Mr. GREENE moved, as an amendment to the motion of Lord R. Grosvenor, that—"It be an instruction to the committee on private business to inquire whether it be fitting in any application to Parliament in the next session, for leave to bring in a bill for the construction of a railway recommended by government commissioners, that the notices should be given in October and November, instead of February and March."*

*Mr. EVERETT objected to any relaxation of the standing orders.*

*After a few words from Mr. Shaw and Mr. Slaney, the House divided.—For the motion, 67—For the amendment, 84.—Majority for the amendment, 27.*

*Ordered—That it be an instruction to the select committee on private business to inquire whether it be fitting that in any application to Parliament, in the next session, for leave to bring in a bill for making any railway already recommended by government commissioners, the notices be given in the months of October or November, in lieu of the months of February or March, and the deposits of plans and sections be made on or before the 30th day of November, instead of the 1st day of March, and to report their opinion thereupon to the House.*

*Ordered—That the petitions from the merchants and others of the city of London, and of Chester, and of the Chamber of Commerce of Dublin, together with the report of the commissioners upon the competing lines of railway communication and packet stations between London and Dublin and London and Edinburgh, together with the memorial of the promoters of the Chester and Holyhead Railway to the Treasury, be referred to the select committee on private business.*

*Harrington Dock Company—Bill reported and ordered to be ingrossed.*

*Chester and Holyhead Railway—Petition of J. R. Ormsby Gore, Esq., M.P., and others, for inquiry into the best line of railway for communicating between London and Dublin; ordered to lie on the table, and to be printed.*

*Railways Bill—Five petitions against; ordered to lie on the table.*

*Message from the Lords—That they have agreed to the Taff Vale Railway Bill, and the Dublin and Drogheda Railway Bill, with amendments.*

## STONE FOR THE NEW HOUSES OF PARLIAMENT.

*Mr. W. ROCHE moved that the petition, which he presented to the House on the 25th of June last, "from the artisans and other citizens of Limerick, complaining of the perishable and unfit nature of the stone about to be used in erecting the new houses of Parliament, and alleging the superiority of the Limerick or Ballysimon stone for that purpose—an assertion which petitioners pray may be referred to any disinterested competent board or persons; and which superiority of the Limerick stone, and inferiority of the Bolsover stone, petitioners state to have been already pronounced upon by several eminent geologists and scientific publications," be referred to the Commissioners of the Woods and Forests, with a view to the qualities of the Limerick stone and that which had been selected, being properly attested.*

*The CHANCELLOR OF THE EXCHEQUER said, the course the hon. member had taken was so novel and unprecedented, that it was impossible the motion could pass in its present form. The proper course would have been to have moved an address to the Crown, praying that an inquiry might be made as to the different kinds of stone. That, however, was only a technical objection, but the chief objection which he had to the motion was, that this question should be reopened at all. Inquiry had been made by Mr. Barry and two other gentlemen of competent ability as to which was the best kind of stone to be selected; they had made their decision, and he supposed that the House would be perfectly willing to acquiesce in it.*

*After a few words from Mr. S. O'Brien, Mr. Roche withdrew his motion.*

WEDNESDAY.

*Taff Vale Railway—Lords' amendments agreed to.*

*Dublin and Drogheda Railway (No. 2)—Lords' amendments agreed to.*

*Railways Bill—Four petitions against; ordered to lie on the table.*

*Midland Counties Railway—Petition of Samuel Carter against; referred to the committee on the bill, and counsel ordered—Instruction to the committee, That they have power, under the circumstances set forth in the petition, to admit the petitioner to be heard pursuant to the prayer of his petition.*

*Chester and Holyhead Railway—Petition of Henry Archer, Esq., praying the House not to suspend any of the standing orders in favour of the proposed railway; referred to the select committee on private business.*

THURSDAY.

*Midland Counties Railway—Bill reported; report to lie on the table, and to be printed.*

*Harrington Dock Company—Bill read third time; clause added, and Bill passed.*

*Railways Bill—Petition against; ordered to lie on the table.*

*London and Greenwich Railway Extension and Station Bill—Time further enlarged for the committee to report till Monday, the 20th inst.*

*Message from the Lords—That they have agreed to Austin's Patents Bill, Hartlepool Dock and Railway Bill, Glasgow, Paisley, and Greenock Rail-way Bill, and Birmingham, Bristol, and Thames Junction Railway Bill, with amendments.*

*Railways Bill—Further consideration of report deferred till Thursday next.*

*POWER OF STEAM.—The greatest load lifted by any engine now at work in this country was by one in the Consolidated Mines, which raised a load of 8000 lbs. every double stroke it made, and did this nine times a minute, amounting to 267,022 tons, lifted 7 ft. 6 in. in twenty-four hours; and this astonishing machine could be started, stopped, or regulated, by a little boy.*

## LAW INTELLIGENCE.

## BANK OF ENGLAND AND THE LONDON JOINT-STOCK BANK.

HOUSE OF LORDS—JULY 7.

*BOOTH AND OTHERS v. THE GOVERNOR AND COMPANY OF THE BANK OF ENGLAND.—The Lord Chancellor and Lord Brougham were the law lords present, and their lordships were assisted by Lord Chief Justice Tindal, Justices Littledale, Williams, Coleridge, and Maule, and Barons Park and Rolfe.*

*This was an appeal against a decree of the Master of the Rolls, made under the following circumstances:—The appellants are the directors, &c., of the London Joint-Stock Bank, and, in the early part of the year 1837, they received from the bank of the midland district of Upper Canada, carrying on business at Kingston, a proposition, offering them the agency in London of that bank. The chairman of the London Joint-Stock Bank thereupon wrote to the directors of the Bank of England, to inquire whether that body would interpose any difficulty in the way of the London Joint-Stock Bank accepting the drafts of the Kingston Bank, payable at least six months. The secretary of the Bank of England wrote in answer, that such drafts would be illegal and void, and, consequently, could not be permitted by that corporation. The directors of the London Joint-Stock Bank stated this correspondence to the Kingston Bank, and declaring themselves willing to undertake the agency, suggested that the drafts should be drawn on and accepted by their manager in his individual capacity, the London Joint-Stock Bank agreeing to guarantee his acceptances so made. The arrangement thus offered was adopted by the Kingston Bank, and mutual guarantees having been exchanged, the business of the agency commenced. On the 25th of July, 1837, the president of the Kingston Bank drew on "Geo. Pollard, Esq., Manager London Joint-Stock Bank," a bill for 1000/., payable at sixty days after sight. This bill, which was one of many drawn in the course of the agency, came into the hands of the respondents, who caused it to be presented for acceptance. It was accepted in this form—"Accepted 11th Sept., 1837, at the London Joint-Stock Bank, G. Pollard." It was doubted by the directors of the Bank of England whether this was a sufficient acceptance within the terms of the drawing, and it was, therefore, presented for a second acceptance, according to the tenor of the bill, that is, by Mr. Pollard, as "manager." This special acceptance was refused, and the clerk said that he was ready to discount it in the usual manner. The bill was protested as for non-acceptance, and then again presented, when the same answer was returned. The offer to discount was then agreed to, on condition that the expense of the protest should be paid. This, too, was refused, and the Bank of England ultimately received the money without the expense of the protest. The directors of the London Joint-Stock Bank then suggested to their Kingston correspondents to draw on Mr. Pollard, without the word "manager," and his acceptances were then altered to this form—"Accepted—payable at the London Joint-Stock Bank, Geo. Pollard." On the 26th of October, 1837, Messrs. Freshfield, the solicitors to the Bank of England, wrote to the directors of the London Joint-Stock Bank, stating that acceptances of this kind were in the market, and desiring to know whether the directors intended to persevere in the practice, as it was their intention, in such case, to proceed in equity. The secretary to the directors of the London Joint-Stock Bank returned an answer, denying that any thing had been done by them which was a violation of the exclusive privilege of the Bank of England. A bill in Chancery was then filed by the governor and directors of the Bank of England against the directors and managers of the London Joint-Stock Bank. The defendants put in their answer, and the cause came on to be heard before the Master of the Rolls on the 5th of May, 1838, and his lordship, after three days argument, took time to consider the question, and on the 16th of June, 1838, delivered judgment, and decreed an injunction to restrain the defendants in the suit (the present appellants), by themselves or their servants, from accepting any bills, and payable within a less time than six months. The decree was appealed from, and the appeal now came on for hearing.*

*Mr. KINDERSLEY argued the case on behalf of the appellants, and Sir F. POLLOCK was heard on the part of the respondents. The further hearing was adjourned.*

## IMPERIAL BANK OF ENGLAND, MANCHESTER.

VICE-CHANCELLOR'S COURT—JULY 7.

*WALWORTH v. HOLY.—This cause, in which a receiver was appointed a few weeks ago (ex parte) over the affairs of the Imperial Bank of England at Manchester, again came before the court upon demurrer. The banking company, which was only commenced in 1836, had recently become greatly embarrassed, and suspended its payments. The plaintiffs and a number of other persons, in whose behalf the present suit was instituted, had paid up their calls; a large number of the other shareholders had paid only a portion, and it was alleged by the plaintiff, that if the whole of these calls were paid and added to the assets already in hand, there would be insufficient to meet all the liabilities of the company. In this state of things a suit was instituted by the first class of shareholders against the public officer of the company, the other class of shareholders who had not paid up their calls, and the directors, most of whom had become bankrupts, and the whole affairs of the company were brought before the court by a bill framed with some novelty, as far as regards the mode of pleading usually adopted in such cases; for, without praying a dissolution of the partnership, and a winding up of its affairs, and compelling contribution from each individual shareholder to meet the general loss, it merely prayed that a receiver might be appointed to collect and realise the present assets of the company, either in bills or negotiable securities, and to recover the instalments of the defaulting shareholders, applying the proceeds, as far as they would go, in part payment of the liabilities of the company, and leaving the creditors to recover the rest of their demands in any way they thought proper from the rest of the shareholders personally. Two demurrers were put in to this bill—the first on the ground of a general defect of equity, and the other for want of parties, the presence of all the rest of the members being alleged to be necessary to support the suit. The argument throughout was of a very technical nature.*

*Mr. Jacob and Mr. Sharpe appeared in support of one of the demurrers, Mr. Wigram and Mr. Teed for the other, and Mr. K. Baile and Mr. Rolt in support of the bill.*

*The VICE-CHANCELLOR said, that a statutory bar affecting the number of persons who might enter into a banking partnership had only been removed by the 7th of Geo. IV., but no particular favour had been given to partnerships of that nature above any others. Then what was the general law? Some reproof had been cast upon the court for the narrowness of its principles with respect to banking companies; but it should be considered, if the legislature had not yet made up its mind whether the 1st and 2d of her present Majesty, which permitted a partner to sue the company, and vice versa, should be made perpetual or not; and if the present act, which continued that power only to the 31st of August, 1840, should be permitted to expire without any new enactment, the present state of the law must perish. Under these circumstances the court might be forgiven if it showed a reluctance to depart from its old-established rules. The general frame of the bill, in his opinion, only sought an auxiliary relief to what was specially prayed—namely, the payment of instalments by defaulter, and the application of the assets among the creditors. It did not pray the court to administer what was in sense and substance the assets of every partnership—namely, the funds of each individual partner. The question was, could such a bill be maintained? The cases which had been cited in the course of an ingenious and lengthened argument did not support the proposition that the court would interfere for the partial management of a partnership, by applying a certain portion of the funds for the general creditors, and there leaving the matter. The court could not, indeed, grant the limited relief asked by the bill without declaring a dissolution of the partnership, and directing the accounts to be taken, to ascertain if it was just and equitable an action should be brought for an instalment, for any thing short of that would be an injustice. By allowing the demurrer he thought the court was not refusing justice, but refusing to do that which would appear to be partial justice, because it would work positive injustice against other parties.*

*Demurrers allowed.*

## DUBLIN AND KINGSTOWN RAILWAY COMPANY.

COURT OF COMMON PLAIN, DUBLIN—JULY 4.

*BRIDGPORT v. THE COMPANY.—This case, which occupied the attention of the Chief Justice and a special jury for five days, has concluded, and, after deliberating for a very considerable time, the jury found a verdict for the plaintiff—damages 300/.*

## HULL AND SELBY RAILWAY COMPANY.

COURT OF CHANCERY—JULY 8.

*BELL v. THE COMPANY.—Sir W. FOLLETT appeared in this case, praying the permission of the court to vary an order made respecting the trial of an issue at the York assizes. He said there were no disputed facts between the parties—the only question was whether the company had formed a jolly or a wharf on the river Hull equally convenient to the plaintiff with his former one, over which the railway now passed. The learned gentleman, on the part of the company, stated that the trial would be entirely useless, as his clients now wished to substitute another model of a more convenient wharf proposed to be erected instead of the one named in the former order. The question, in truth, was simply one of law, and turned upon the construction of the 26th and 27th section of the Railway Act.*

*Mr. BETHELL, for the plaintiff, said the application took him by surprise, and he was not prepared to assent to the alteration of the issue.*

*The LEAD CHANCELLOR said, the real question was whether the jolly*

*proposed to be erected by the company was a compensation for the injury to the plaintiff within the meaning of the act. There was no objection to the plaintiff taking time until Wednesday next to consider the admission of the new model, but he certainly should not allow the trial to proceed upon the old one, which would decide nothing.*

## LONDON AND BLACKWALL RAILWAY.

*Saturday last was appointed by the directors for the performance of the first trip on this line. The railway was not thrown open to the public, but arrangements on an extended scale had been made for experimental trips, previous to the general opening, on Monday. Shortly after twelve o'clock, all the preparations being completed, the first train of carriages was set in motion; a signal was then communicated, by means of the electric telegraph, to the station at Blackwall, and away flitted the carriages amidst the deafening plaudits of a dense mass of human beings. The following is a brief description of the works.*

*The trains are propelled to Blackwall by means of two stationary engines of 120-horse power each, which are worked in shafts sunk into the earth to the right and left of the lines. To these engines, fly-wheels, or as they are technically termed "diums," are attached, each of which are of the ponderous weight of forty-three tons, and are twenty-two feet in diameter. A tail rope is fastened to the diums, which is wound and un wound at each end by the stationary engines, these being also two engines of 70-horse power each sunk beneath the Blackwall terminus. As the train proceeds to the latter place the diums at the London terminus unwind the rope by which the carriages are to be again drawn to London; and to prevent the rope flying across the shares in which it runs too rapidly, and thus becoming entangled in consequence of no weight being attached to it, an ingeniously contrived break is placed on the platform by the side of the railway, at which a man is employed to regulate the unwinding of the rope. The rope is not an endless one, similar to that employed at the Euston-square station of the Birmingham and Derbyshire Railway, but it is in two parts, namely—one for propelling carriages to Blackwall, and the other from that place. It was manufactured by Sir Joseph Huddart and Co., of Limehouse, and cost upwards of 12,000. The "diums" take eighty turns to every mile of the ropes, each of which are three miles and a half in length.*

*The electric telegraph is enclosed in a neat mahogany case, which is so far as it can be seen, above the ground, and a small bell announces when the train is about to be put in motion. The telegraph is the invention of Messrs. Cook and Wheatstone, and enables parties at each end of the railway to hold conversation with each other with the most perfect facility. At each of the intermediate stations one of the telegraphs is placed, to enable the servants of the railway to communicate with the engineers at the termini, and it was stated that notice of any impediment or casualty might be given at an intermediate station to one of the termini, and thence conveyed to the other end of the line in the short space of three seconds.*

*The rails are of light make, the weight being but 50 lb. to the yard. They are laid upon wooden sleepers, and the gauge or distance at which they are placed apart is 5 feet, being the same width as the Eastern Counties Railway, and 44 inches wider than the rails of the London and Birmingham. The sheaves in which the ropes run are in the centre of the rails, and the lines are two in number, with the necessary junctions at the termini and stations, as it is not intended to stop the whole train at the intermediate stations, but detach and attach, by means of a rope and iron pin, the several carriages marked for their respective places of destination, while the main train is still whizzing its course onwards. The Blackwall terminus is roofed in a light and elegant manner, and every precaution appears to have been taken to preserve the carriages and protect the travellers from the weather of intermediate seasons. At the London terminus the roof is only temporary, as it is intended to complete, as soon as possible, the remainder of the line to Fenchurch-street, where a grand terminus will be erected. Adjoining the Blackwall terminus, spacious offices and store-rooms have been built immediately fronting the river, the Brunswick-wharf and property belonging to Sir Robert Ingram having been purchased for that purpose.*

*The architectural part of the railway is neat and unostentatious, and was designed by Mr. William Tite, the successful candidate for the building of the New Royal Exchange. The line proceeds on a series of arches from the Minories to the West India Docks, across the Regent's Canal and the river Lee. The span of the arches crossing the canal and river is from thirty to forty feet, and from the West India Docks the line runs upon an embankment, and the ground falls into a very rapid decline of 1 to 150; so that from the Marsh to the Blackwall terminus the embankment is but a few inches in height. The difference in the level of the line from one end to the other is eighteen feet. The three intermediate stations—namely, the Stepney, the Limehouse, and the Marsh—are exceedingly neat externally, and conveniently fitted up internally for passengers who have to wait for the trains.*

*The railway is fenced in with a light and ornamental iron palisade, which is materially better than the walls of the Greenwich, as it prevents a reverberation of sound, and consequently on the Blackwall Railway the passengers are not subject to annoyance from a continued and deafening noise. The iron-work also presents a more*

## ORIGINAL CORRESPONDENCE.

## ON THE SERIOUS EFFECT OF FOREIGN ORES ON HOME PRODUCE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—From a statement made in the Cornish papers, a county meeting for the purpose of discussing what measures should be adopted for the protection of the British copper mining interest against the increasing importations of foreign ores, was, during the early part of last month, calculated on with that anxiety which a subject so blended with the prosperity of Cornwall naturally excited; and although I am at a loss to know what could have legitimately stopped a requisition requesting the sheriff to convene a county meeting after several respectable persons had affixed their names to it, I beg, through the medium of your paper, to state that, according to one report, the actual existence of the Cornish copper mines is not thought to be of sufficient importance for the sheriff to call the county together; and that, according to another report, the county members wished such meeting to be postponed until they could attend it without interfering with their parliamentary duties. Now, as the result of discussing such an important question would most probably end in certain resolutions requesting our county members to do certain acts whilst the present parliament is sitting, one would hardly think that such members would so long paralyse the hoped-for redress to the mining interest for the reason stated; and that the other assigned reason for not holding a county meeting cannot be supported against precedent, I need only mention the meeting held last October. The avowed purpose of that call of the county was to determine the great question of railway communication through Cornwall, though it was well known that the real object of the meeting was to secure to Falmouth advantages which she had long enjoyed, and which, if taken from her, could not be more advantageously fixed elsewhere for the public good. Yet the county at large very properly made common cause with her, although it was not calculated that the annual loss of money by the transfer of the packets to a port without the county would exceed £8,000. Such a contemplated loss, however, roused the county; and had the county been equally alive to the protection of its mining interests when the late Mr. Huskisson put the whole copper mining interest of Great Britain in jeopardy by his unfortunate bill, Cornwall, at present, instead of being too poor to subscribe even sufficient money to survey a line of railway, would most probably have found the means of proceeding with the work.

I lately met with a person conversant with the copper trade, but ignorant of our ability in Cornwall to supply more metal than we now do. I told him that a steady demand, and a good price, without those fluctuations which we have lately experienced, would very soon increase the returns of copper even from the present working mines in Cornwall—in most of which dormant pitches were to be found; that a good price would not only set to work again at a fair profit, but in such re-working discoveries would be made, and in many cases probably sufficient even to recover sinking mines; but with such protection new mines would also be opened upon a legitimate basis, with the same spirit that was manifested during the two or three years of bubble mania, which would offer to the moneyed capitalist a fair and inviting investment. Indeed, the produce of mines properly protected at home, within his own view, at the cost of a day's coach hire—mines held under titles as good as any property in the kingdom—or that of foreign mines, at a distance of thousands of miles, worked by slaves, under the direction of agents too remote from the eye of their employers to be under proper control; in countries, too, where the governments are so unsettled that neither life nor property can be considered commonly safe—would not bear a comparison. To return, however, to Mr. Huskisson's alteration of the law under the avowed pretext of benefiting the British shipping interest. Had Mr. Huskisson confined the exercise of such a fearful experiment to British ships only, the evil as yet would not have been quite so severely felt, because the high freights demanded by the British ships would have been a check on the amount of the ores imported; whereas foreign ships, notoriously sailed at a much cheaper rate than British ships can ever be sailed, whilst faith is maintained with the public creditor, bring a large part of the foreign ores to this country to be converted into metal by the aid of such facilities as no other country can afford them. What exchange cargoes such ships take from this country I know not; goods, perhaps, that they can barter on the coast of Africa for the very slaves required in working the foreign mines, even to the starvation of the British miner at home. For that British capital, to an immense extent, is thus disgracefully employed, scarcely requires proof, though it may not be amiss to state, as a fact within my own knowledge, that a British mining company engaged an agent from the "Fowey Consols Mine" to take charge of a foreign mine, where not only was the whole work of the mine done by slaves, but his brother had a hundred slaves under him, to raise food for the maintenance of those who worked the mine! If, therefore, all who are employed by British capital to raise the rich ores in the mines of Cuba (where slavery is frightfully increasing), are not actually slaves, they, without the cheapness of slave labour in executing the most laborious part of the work, and in providing food for all so employed, would no longer threaten thousands and tens of thousands of our industrious miners with starvation, or the discipline of the union. But Mr. Huskisson so felt the necessity of assisting the British, or, rather, for his purpose, the Liverpool shipping interest, that he put his plan into operation by an order in council; and, surely, if certain parties are sincere in their professions to abolish slavery altogether, they will not rest before they obtain some equally efficient measure to restrict the trade thus encouraged by British capital.

Now, it is beyond dispute that our home market is the great consumer of our manufactured goods, and I will briefly show that, if the shipping interest of Liverpool gained by the bringing of foreign ores to this country for smelting, the coasting trade of Great Britain has suffered by it in, perhaps, a greater degree. In the first place, no foreign vessels are employed in that trade, and as the foreign ores are, on an average, fully three times as rich as the English or Irish ores, a vessel laden with 500 tons of foreign ores would just do the same work that would require fifteen of our average-sized coasters to do; the return of cargoes by which would consist of coal for pumping the water from our mines, or otherwise carrying on their operations—coals for domestic purposes at such a cheap rate, that almost all the housekeepers in Cornwall are baited by the mines producing the out-freights, besides calm for our malt and limekilns, also at such a moderate price, that lime constitutes the principal manure of the Cornish farmer on the eastern part of the south coast, and the adjacent interior parts of Cornwall. I need not mention the number of trips that our coasters would make to Wales and back whilst a large ship was returning from a distant part of the world with such ores, because that fact is well understood; and as an admixture of our poorer ores is required with the foreign rich ores to produce real good metal from the latter, with proper and moderate restrictions on the smelting of such ores in this country, we need not fear foreign rivalry.

Now, if I have not said enough to satisfy all who doubted the fact, that the well-being of our copper mines is identified with the general prosperity of the county, probably a reference at the receipts of the custom-houses in good and bad years of mining will prove that not only is the prosperity of our mines beneficial to Cornwall, but to the country at large.

In 1839 the whole receipts of the custom-house for the port of Fowey amounted to but £2,525. Mining at that time in the eastern part of Cornwall was in its infancy, and all the copper ores shipped from the port of Fowey in the same year amounted only to 145 tons. Mines, however, soon after that period, fast increased, and the trade of the port generally continued increasing till 1837, the port receipts in the previous year having amounted to £2,532.; but in that year the standard of copper ores was so much higher than in 1839, that though in the latter year 16,110 tons (21 cwt.) of copper ores, and in metal 1,264 tons 16 cwt., were sold beyond the quantity sold in 1839 at the Cornish ticketings, the amount of money made of the ores sold in 1839 exceeded the amount of the sales of the much larger quantity of ores in 1839 by £249,581. 3s.; whereas, had the ores in 1839 sold at the same standard as was given for ores in 1836, the difference to the county would have been a gain of about £270,000. The result, therefore, of such loss is almost the entire stoppage of speculation in Cornish mines; more than two to one of those sending ores to the public ticketings during the last year having encountered losses to the extent altogether of more than £1,000. Trade consequently became much stagnated, and if the receipts of the ports within the mining districts of Cornwall were diminished in

proportion to those of Fowey, where the whole receipts of 1839 amounted only to £1,019,601. 15s. raised by the sale of ores at the Cornish ticketings during the year 1836 was actually circulated through the county, as the mere expenses of working the mines, independent of the profits, one may form some idea of by the fact that out of £5,190. 8s. 9d. received for ores sold from "Fowey Consols Mine" in 1838, the total expenses of working the mine were £6,691. 16s. 3d., of which £6,311. 4s. 8d. were paid for materials alone, and nearly all the rest of the money for labour—supporting thereby a surrounding population of more than 7,000 souls, principally through the earnings of 1,734 people daily employed on the mines. Whereas, if by British capital the same number of people were employed in a foreign mine, the benefit of the principal item—viz., that of wages for their maintenance—would be entirely lost to this county.

I hope that I have now shown the importance of the copper mining interest to the county of Cornwall; if not, most of the farmers in the eastern part of Cornwall are aware that, owing to the poverty of the miners, they had during this last spring of the year to keep their fat cattle much beyond the accustomed time, because the usual demand for supplying the mining population in the west had almost ceased to exist.

Too much has been unfortunately obtained from government in later years, by agitation, but my object is by a statement of facts quietly to awaken those who have an interest in the well-being of Cornwall to her real situation; and to ask, if some check be not given to the importation of rich foreign ores, how do government intend to suppress the agitation likely to be produced by tens of thousands of suffering miners?

I am, Sir, your obedient servant,

J. T. TREFFRY.

[The importance to be attached to Mr. Treffry's communication is such as to have induced us to make some remarks in our leading article, and which therefore renders any observation unnecessary beyond the recommendation of its careful perusal by all interested in the copper mines of the county of Cornwall.]

## ADCOCK'S NEW METHOD OF RAISING WATER.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—I distinctly deny having availed myself of any article that may have appeared in your Journal on Mr. Adcock's method of raising water; the information which I obtained upon the subject was extracted from the *Cornwall Gazette*, of June 5th, 1840. As the Editor does not state from whence he obtained his information, and as I was perfectly unconscious of its having been taken from your Journal, I was denied the pleasure of passing the account (as it otherwise would have been) to your credit. Trusting that you will give this an early insertion,

I am, yours, respectfully,

5, Great Ascoats-street, Manchester, July 7.

W. JONES.

[Our correspondent, in distinctly denying that he availed himself of any article which may have appeared in the *Mining Journal*, forgets that he, at the same time, as distinctly admits that he obtained his information from the *Cornwall Gazette*, without any acknowledgment whatever. We do not question the authority from whence the information originally emanated; we only have to repeat, that Mr. W. Jones's letter was a mere transcript, with the exception of the concluding paragraph, of an article which appeared in our columns, and which he would, but for our notice, have passed on the public as original matter.]

## UNITED MEXICAN MINING ASSOCIATION.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—Whilst other mining concerns are vapouring about their prosperity, and trumpeting their lodes of gold and veins of silver, it must be gratifying to the holders of United Mexican shares to witness the substantial proof of success in the final payment of the auxiliary loan, advertised for the present month. It is most satisfactory to observe the clearness of the periodical reports of the present able manager of the mines in Mexico, M. Schoolbred—the distinctness of the accounts, and the regularity of the remittances to this country.

There can now be very little doubt of the mines affording a regular dividend of profits in future to the proprietor, who have waited so long and so patiently for this favourable turn in their affairs. At the general meeting of the association, on the 29th inst., it is to be hoped that the directors will print and publish such a report for general circulation as may put the public in possession of the actual condition of the company, so as, in the event of the death, or any other misfortune, of any of the proprietors, their shares may be disposed of, for their families, at something nearer their value than the present absurdly low quotations; and this may also tend to turn the current of investment from the railroad market, where the shares are as ridiculously high, and where speculation is, therefore, likely to be as ruinous, as it has already proved, to thousands of adventurers.

I shall be happy to hear of the re-election of the director and the auditor retiring by rotation, and I am quite sure that the sincere and cordial thanks of the proprietor will be voted to the board for their able, honourable, and successful management. In conclusion, allow me to ask the favour of you, on behalf of all the numerous parties interested, to give a full report of the proceedings at the half-yearly meeting, for the perusal of the readers of your well-conducted Journal.

I am, Sir, your obedient servant.

## AN OLD MEXICAN.

[We insert the letter of "An Old Mexican," who, if we mistake not, is an old friend with a new face. The motives which actuate our correspondent are, doubtless, sincere, and so far praiseworthy in his endeavours to direct attention to the real merits of the undertaking, and the desire, on his part, that the shares should attain their real value. Unfortunately, such have been the unsuccessful results attending the working of mines in Mexico generally, that the public do not, on all occasions, give credence to favourable reports when they do arrive, and a want of confidence has been engendered, which we fear will take even years to restore. In the meantime, it is gratifying to learn that the mines are progressing favourably, and although they never can be expected to repay the capital expended, yet we trust they will return to the proprietors, more especially those who have an opportunity of purchasing, on easy terms, a fair, if not ample, remuneration for the capital embarked. We shall attend the meeting, and furnish a report of the proceedings.]

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—Can you throw any light as to what mystified or unknown causes are operating to keep down the value of certain mines (more particularly the United Mexican Mining Company's shares) if the reports from Mexico, occasionally appearing in your Journal alone (for these mining shares are neither quoted or alluded to in any of the daily or weekly newspapers), are founded on fact and truth? For instance (referring also to an advertisement in your Journal of July 4th), if the whole of the first auxiliary loan is paid off, and the bonus of 25 per cent. also, or 10s. for every £1,000, then nearly £90,000. must have been redeemed by the United Mexican Mining Company in little less than two years! and arrears of salaries to the gentlemen of the direction are reported to have been paid off to a large amount (some state £9 to £10,000).—yet these shares are worth about £1. 10s. or £1. 15s. each; though, if the debt alluded to had not interfered, a dividend of nearly 25 per cent. at least, ought and would have been paid. Is it, Sir, that the millions of dollars\* owing by the Rayas family to this company, on former seizures of their property, is viewed not as a good and valid, but a bad debt? or is their immense outlay, of near £1,000,000. sterling, in purchase of mines of all kinds, and of engines, machinery, live and dead stock, and all other property (estimated, independent of the mines, at \$60,000 dollars in 1832), wasted and worth nothing? Or, perhaps, you, Sir, may be able to state some other cause. These observations are hastily made in consequence of remarks in your leading articles of the last two weeks, and also from a recent perusal of several useful and valuable observations made at the early part of this year (I think the leading articles of January last). (See also the *Post* of last Saturday, and the *Herald* of this day, in reference to the Imperial Brazilian Mining Company's prosperity.) Parties like myself, living at a distance, and coming only occasionally to London, have no means of obtaining full information as to the real state of their property, and in many cases sacrifice their shares at the very moment that a better state of things is probable and promising. Looking to the tenor of your remarks on these subjects for some time past, I have been induced to throw out a few hints, which may lead to your elucidating these matters with your accustomed candour and accuracy, whether for good or bad, as

\* If the debt is a good one, does it carry the money-lending interest—say of 2 to 3 per cent. per month—or any interest? This is most material.

regards the parties interested and the real state of the mines referred to. It would confer a great favour on many who are quite puzzled as to what view they should take of the accounts on the one hand, and the depressed value on the other, of these mines. There seems to be something important unexplained.

I am, Sir, your obedient servant,

## AN OCCASIONAL READER.

[We insert the letter of our correspondent, anxious, in common with him and others, to elicit information; but we have not had opportunity to satisfy ourselves on the several points treated on, so as to enable us to afford him the information he requires. As the general meeting of the proprietors is close at hand, we think the points mooted worthy of discussion, and that they may, doubtless, lead to satisfactory results, and shall gladly afford space for the reply of any other correspondent to the several queries; while we would merely, *ad interim*, observe, that the value of a mine is not to be judged of by the prices which the shares bear in the market—this is a mistaken long we have known shares maintain a price of as many pounds as intrinsically they were not worth pence; and, on the other hand, we have met with other instances, when the price of the shares (as possibly may be the case in the present instance) is but a sorry representative of the value of the property.]

## TO THE SHAREHOLDERS OF THE BAHIA STEAM NAVIGATION COMPANY.

GENTLEMEN.—In the report lately published by the Bahia Steam Navigation Company the erroneous impression must have gone forth that Mr. J. Sturz has received a large sum of money from the said company. I feel, in his absence from England, bound to declare, in the most positive terms, that such is not the fact. Mr. James Sturz told me repeatedly that he parted with the Bahia Steam Navigation contract to Mr. Duff for the sum of about £2500., and that he had no share whatever in the £3000. or £4000. for which Mr. Duff sold the said contract, about two years afterwards, to the Bahia Company;—the expiration of the time allowed for completing the contract could therefore not affect him.

Mr. James Sturz is consequently not only not remunerated, but a considerable loser on the said transaction. Nor is he in any way benefited with reference to the coal duty—and without which no steam company could ever have done any good at all in the Brazil—removed entirely through his energetic exertions at the last sitting of the Chambers of Rio; but, on the contrary, he is also a considerable loser on that affair.

No wonder that, seeing others reap the fruits of his labours, Mr. James Sturz did not feel inclined to give up quietly the chance of a small remuneration for his services in an undertaking which has cost him, besides the great exertions, a material outlay of capital; and for which one is now trying to throw a false light upon his actions, in not stating the whole case as connected with his proceedings.

I am, Sir, your obedient servant,

## HENRY STURZ.

[The letter of Mr. Henry Sturz certainly gives a different reading to the report of the directors or committee of the "Bahia Steam Navigation Company," and we must confess, that, at the time of perusing the report, we were at a loss to guess why Mr. Sturz's name was put forward so prominently, while that of the other party, who, it appears, is a Mr. Duff, would seem to have been studiously concealed. Assuming Mr. H. Sturz's statement to be correct, as to the amount received by Mr. James Sturz—viz. £2500.—we agree with our correspondent, that it has been a losing concern. Mr. Sturz has a claim on the Brazilian Government, if not on the "Bahia Company," for the services rendered by him; for, we presume, he is not chargeable with the errors and mismanagement of the former board of directors. We possess no other information than that conveyed in the report, and the proceedings at the several meetings of the proprietors, at which, most certainly, a strong *prima facie* case was made out, to the prejudice of Mr. James Sturz. We are glad to find an explanation afforded, even in part.]

## IMPROVED MODE OF APPLYING WATER POWER.

The following is the specification of Capt. George Davey's patent for his improved mode of applying water power:—

"The inventor claims the application of air jackets or chambers to a column of water, and the method of applying the power obtained by the pressure of the said column of water, through the medium of the compressed air contained in the said air jacket, whereby so great a quantity of air is driven into the working cylinder as to effect a great saving of water, which, in cases requiring a reservoir at a high level, is very important. An upright tube leads from the reservoir to the full extent of the fall of water; at each thirty feet this tube is surrounded by an air jacket, and three or four fine holes are made at the bottom of the tube, within the space covered by it. The lower part of the tube has a lateral connection with a small cylinder, with a double piston or dead boxes working therein. At the opposite side of this cylinder, there is a lateral connection with the working cylinder, that moves, by its piston and rod, the pump or engine. The water, passing from the reservoir, down the tube, forces a quantity of air from the air jacket, with the water, through the small cylinder (that has its double piston open) into the large working cylinder, by which means the piston of this cylinder is forced up and the taps on the rod of this piston are so arranged as to strike a lever connected with the rod of the double piston, which admits and shuts off the supply of water from the tube to the working cylinder. The piston of this cylinder being now forced up, the tap on the rod causes the lever to put the double piston in such a position as to cut off the supply of water, until the water that is below the large working cylinder flows out into the waste, or discharging level. The piston with the rod, in descending, by its gravity, causes another tap to strike the lever, and put the double piston or dead boxes, in the first position, in order to receive a fresh supply of compressed air and water, to set the piston in the large cylinder again in motion, which communicates its power to a pump or engine."

## PACIFIC STEAM NAVIGATION COMPANY.

On Wednesday last the *Peru*, one of the vessels belonging to the Pacific Steam Navigation Company, started from her moorings at Blackwall on an experimental trip down the river and back to Blackwall. She is a very splendid steamer; her engine are of 200-horse power each, and her burden 790 tons. Over her paddles are placed safety-boats of a large size, and capable of affording means of escape for the crew and passengers, in the event of fire or any other accident to which long voyages are exposed, but which precaution there is every reason to think, from the excellent arrangements of this steamer, will be superfluous. Nevertheless, it is a matter of congratulation, to those who are about to traverse the immense space of water which divides England from South America, that such contrivances have been adopted for their security, and great praise is due to Captain G. Smith, the inventor and adapter of these safety-boats. Their appearance adds to the elegance of the steamer; they take up less room than the paddle-boats which in general cover the paddles, and, as they are more song, so they hold less wind, and consequently occasion less impediment to the speed and management of the vessel. This adaptation has been made use of in the royal navy, and has been found to answer all the purposes intended by the inventor, but which never been employed in merchant steamers until on board the *Chili* (which belongs to this company) and the *Peru*. A model of the invention has been exhibited at the Polytechnic Institution, and the results exhibited in miniature have been satisfactory. The *Peru* and the *Chili* were both built in the yards of Messrs. Cunard and Young; their engines are from the manufacture of Messrs. Miller and Hareshill. In these vessels coal will not be used during the voyages, but the prepared fuel of Mr. Orm will be substituted. The company on board the *Peru* consisted of nearly 200 ladies and gentlemen. The object of this company is to provide vessels to trade between Valparaiso and Panama, touching at the intermediate ports. The *Chili* started about a fortnight ago. Both she and the *Peru* will touch at Rio, and proceed through the Straits of Magellan to the Pacific Ocean. Their arrival in the Pacific will be an era in the history of navigation. They will create a communication between localities which cannot be attained by sailing vessels under two months in the short space of a fortnight, and will help in no little degree to civilise the inhabitants and restore good government—a desideratum too long wanted in the regions to which their operations are destined. It ought to be mentioned that on the *Peru*'s return to Blackwall the efficiency of the apparatus and tackle by which the safety-boats are to be brought into operation was tried; the boats were let down by slings into the water in less than four minutes, and the company conveyed by one of them to the shore. Each of these boats will contain upwards of 100 persons. They are in length 27 feet, and 10 feet 2 inches in the beam.

PENINSULAR STEAM COMPANY.—The long agitated enterprise of steam communication with India without passing through France seems at last to be in a fair way of accomplishment. The Peninsular Oriental Steam Company have announced that their vessels, which are of 1500 tons and 450-horse power, will commence running monthly to Alexandria on the 1st of September next. It is understood that steamers to run in connection with them from Suez to Calcutta will also shortly be started. It appears that steamers are also to be placed on the Nile for the conveyance of passengers through Egypt, which will not only accelerate the transit of passengers, but of the mails likewise.





that half-year had been sold, with the exception of a small parcel, which he believed would be sold this very day. They would then have the present half-year clear before them, and, at a future period, would reap the advantage to be derived from the machinery, stock, &c., mentioned as paid out of the profits. With respect to the salary, he perfectly coincided with Mr. Goldsmid—the amount was to him of no consideration, but he accepted it as a gratuitous mark of confidence on the part of the proprietors, so unanimously expressed at the last meeting, and which he believed was quite usual in all other companies, particularly those which had been brought to a successful and promising state.

The report and accounts were then unanimously received and adopted, and ordered to be entered on the minutes, printed, and circulated among the shareholders.

A very lengthened conversation then ensued on the subject of the directors' salaries, between the chairman and the directors present, and the Messrs. Pattison, the Hon. W. L. Melville, and Mr. Lousada, but the unanimous feeling of the meeting being evidently in favour of the resolution as passed at the last meeting, the CHAIRMAN abandoned his intention of moving a resolution, and it was moved by the Hon. W. L. Melville, seconded by Mr. Lousada, and carried unanimously—“That the resolution of the last meeting, placing 600*l.* per annum at the disposal of the directors, be confirmed.

Thanks were voted to the chairman, and the meeting separated.

#### MINING COMPANY OF IRELAND.

The half-yearly meeting of this company was held at the company's house, 27, Lower Ormond-quay, Dublin, on Friday, the 2d inst.

JOHN O'NEILL, Esq., in the chair.

Mr. PURDY (the secretary) read the report of the directors.

#### REPORT.

The board of directors submit the following report of the progress made in the company's affairs in the past half year:

The profits amount to 11,000*l.* 2*s.* 6*d.*, of which the sum of 1570*l.* 13*s.* 9*d.* That, he thought, in such a company, was the same as no bad debts.—Mr. GIBBONS did not allude to those in the balance-sheet, but to what might also accrue from the 700*l.* worth of lead on hand. He again proceeded to object to almost every particular of the company's accounts, but did not conclude with any motion.

Mr. DAWSON said that the portion of expenditure to which Mr. Gibbons seemed particularly to object was that laid out on the purchase of some land in the neighbourhood of Knockmahon mines; and as that had been objected to, it was but fair to give some explanation. The Knockmahon mines consisted of six or seven royalties in work; the operations were extensive, and there was a necessity for the employment of a vast number of men. It was necessary that the means of existence should be placed within the reach of the men thus employed. They must have houses—they must have bread—they must have bacon. It was in vain to give them wages only—they should get the necessities of life also placed within their reach, or the wages should be increased without any proportionate advantage to those employed. Those mines were held from Lady Osborne, during the minority of Miss Osborne, her daughter; and Lady Osborne promised, when the mines were first taken, the ground should be given to erect houses for the miners and the labourers, for it was in vain that wages were raised unless these advantages were also given them—it was only mauling the company. Some difficulty presented itself in getting the ground promised, and it was thought better to make the purchase that was objected to at present. By settling the persons employed on those lands they enabled them to obtain lodgings at a reasonable rent, and to get their food at reasonable prices; consequently they enabled those men to give their labour to the company at a cheaper rate. They had here 130 acres of land, containing 200 houses or cabins, in which to lodge their labourers. It was the interest of the company to congregate men in the neighbourhood of their mines, for thus they secured a cheaper supply of labour. There was a double hold on the man who held a house and land under the company; for, besides the loss of that man's situation, he would also lose his house. In the next place, the labourer was enabled to have his wife and family comfortable, and he became attached to the soil; and besides all these advantages, it was the duty of the company to aid civilisation and to extend the blessings of education, and this he contended could be best done by acting in the way to which Mr. Gibbons objected. Those were objects, which he, in looking to the operations of the company thought as essential as that of mining itself. The company in one year had to import from Cork to Knockmahon 500*l.* worth of potatoes to supply those employed in the mines, and save them from extortion; he supposed Mr. Gibbons would have objected to that. Did the company lose by such acts? He apprehended not. Did the labourers gain? He thought they did. Were they thereby enabled to give their labour at a cheaper rate to the company? Few would doubt they were. Would they be justified in leaving those men open to extortion when they could prevent it? But, besides, there was absolutely a gain to the company.—Mr. GIBBONS—Then you extort on the labourers.

Mr. DAWSON—No, indeed, for we give them lodgings and enable them to get provisions cheaper than they otherwise would, though we ourselves have a profit. Sound policy, justice, humanity, recommend this course; but, in addition to this, interest also would advise it. The utmost their capital, if otherwise invested, would produce, would be 50*l.* or 60*l.*, but call it 80*l.*; then, still they would be gainers, for the produce of those lands would be 200*l.* per annum. Besides, but he would not insist on this, there were said to be some royalties on the lands.

Mr. GIBBONS moved, as an amendment on the question, that the the day pass, and that the meeting do adjourn, in order to give time to the proprietors to inspect the books, and also to enable the directors to consider the propriety of increasing the dividend for the half-year to the rate of 7 per cent. (he subsequently said 6 per cent.). He did so to avoid any cavil; otherwise he would move a resolution that the proprietors do themselves increase the dividend.

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amounted to nearly 8000.—Mr. ROBERTSON seconded the motion, which was put and carried unanimously.

A PROPRIETOR inquired, whether it was in contemplation to make any further calls upon the shares, and the CHAIRMAN stated that no such intention existed at present, but that would be contingent upon the nature and extent of the business they would have to transact in the course of the next year. If any rapid increase in their business took place, another call would be necessary, of which due notice would be given.

Mr. HYNES moved a vote of thanks to the directors, for their zealous and efficient management of the affairs of the bank. The motion having been seconded, was carried unanimously.

The CHAIRMAN returned thanks. He thought that watching the interests of the company, increasing their dividends, and promoting the prosperity of the bank, was the best speech he could make.

Thanks were then voted to the managers at the principal and branch offices of the bank, and to the chairman for his very proper conduct in the chair; after which the meeting separated.

#### MINING CORRESPONDENCE.

##### ENGLISH MINES.

###### HOLMBUSH MINING COMPANY.

July 6.—The lode in the 100 fathoms level, west of the engine-shaft, is eighteen inches wide, and worth from three to four tons, about 50d. per fathom. In the rise, in back of this level, the men are still employed taking down the lode, which continues in size and quality much as last reported, worth about 25d. per fathom.

In the ninety fathoms level west the lode has improved, being at present eighteen inches wide, and worth one ton and a half, or 12d. per fathom. In this level east the lode is one foot wide, with a little ore, but not rich. In the eighty fathoms level west the end has just been driven through another cross-course. In the cross-course to the north lode, at this level, we are making good progress. The lode in the stopes, in the back of this level, is twenty inches wide, and worth three tons, or about 24d. per fathom. The stopes in the back of the seventy is still very productive, the lode being twenty inches wide, and worth about 25d. per fathom.

In the sixty fathom level west we have just met with an east and west lode, but is not yet sufficiently laid open to describe its size or quality. In this level east no lode has been taken down since our last. The tribute pitches are still making favourable returns. The stopes in the back of the sixty fathom level are still a good course of ore, the lode being two and a half feet wide, and worth about 70d. per fathom.

F. PHILLIPS.

July 4.—The lode in our bottom level, going east, is still just as last reported, small and poor. Twenty-two fathom level driving east of Rowe's shaft, Dorens lode, is eighteen inches wide, thin, and promising, but not at present rich. The twelve fathom level going west, Dorens lode, is about six inches wide, producing some good work. In the bottom of this level, this pitch since setting day has improved, and a third pitch also in the bottom of the twenty-two fathom level. In the several other pitches the men are working hard and diligently, but are desuing the lode in their respective places. We commenced sinking Dorens shaft about the middle part of this week, the men having been employed previously in removing a whim, putting in penthouse, &c. &c. At Murray's we have three men employed on tutwork, for the purpose of hoisting a piece of ground from the adit, to the pitch working in that part, which we expect to complete in a few days. The tributaries there we expect are getting wages in their tribute 11s. out of the 20s. We calculate to have about twelve or thirteen tons of black tin for sale at the usual time, 14th inst. We have also broke about six tons of good copper ore.

###### ST. HILARY MINING COMPANY.

July 4.—In the engine shaft the lode is two feet wide, composed of ore and spar, kindly. The lode is improved in the eighty fathom level west; it is fifteen inches wide, good ore lode. In the eighty fathom level east the lode is eighteen inches wide, is at present poor. In the seventy fathom level east the lode is fifteen inches wide, good ore. The winze we set in bottom of sixty fathom level east we could not sink on account of the water. I have put the men to rise in back of seventy fathom level against said winze; the lode in the rise is eighteen inches wide, with a good branch of ore on south side. The ground in the cross-cut is a little improved. The tributaries are working well.

C. H. RICHARDS.

UNITED HILLS MINING COMPANY.

July 4.—Adit end, east of eastern shaft, the lode is four feet wide, one foot on the north part ore. Adit end, west of Clarke's shaft, the lode is eighteen inches wide, ore throughout. In the ten fathom level, east of eastern shaft, the lode is six feet wide, with stones of ore. In the thirty-six fathom level, east of Turton's shaft, the lode is eighteen inches wide, coarse in quality. In the thirty-six fathom level, west of Turton's shaft, the lode is two feet wide, fifteen inches ore of a fair quality. The lode in Nettle's winge, sinking under forty fathom level, is four feet wide, two and a half feet good ore. In the forty fathom level, west of James's shaft, the lode is two feet wide, producing a small quantity of ore. In the forty fathom level, east of eastern shaft, the lode is two and a half feet wide, eighteen inches of a fair quality. The lode in Webber's winge, sinking under forty fathom level, is five feet wide, ore throughout, but not rich. Stopes, back of forty fathom level, lode four feet wide, good ore. Stopes, back of forty fathom level, east of Webber's winge, lode five and a half feet wide, two and a half feet good ore. Stopes, back of west ditto, lode four feet wide, good ore. Stopes, back of ditto, lode three feet wide, good ore. In Diagonal shaft the lode is four feet six inches wide, producing but little ore. The lode in the fifty fathom level, east of Williams's, is four feet wide, one foot in the south part good ore. In the fifty fathom level, west of Williams's, the lode is four feet wide, two feet ore. In sinking Williams's shaft the lode is three and a half feet wide, coarse in quality.

C. PENROSE.

REDMOOR CONSOLIDATED MINING COMPANY.

July 6.—The north engine shaft is now sunk seven fathoms one foot below the thirty fathom level. The ground here is not quite so favourable for sinking as hitherto: however, we hope to be sufficiently deep for a forty fathom level by the close of the present month, or in the early part of the ensuing. In driving east on the great south copper lode, at the thirty fathom level, we find the lode to be about eighteen inches big, principally composed of caple and mudi, with some rich stones of copper ore. The lode has decidedly improved during the past week; and, judging from its present appearance, I hope to report still more favourably in my next: the ground also connected with the lode is of the most encouraging nature for mineral. In the winze sinking below the twenty fathom level, the lode is about two feet wide, composed chiefly of mudi, spar, and caple, and yielding saving work for copper ore, but not rich. The tribute pitch presents much the appearance as seen for some time past. In driving the shallow adit level, South mine, we have not as yet succeeded in cutting the silver-lead lode, but are daily expecting to do so.

###### WEST WHEAL JEWEL MINING ASSOCIATION.

July 6.—In Buckingham's engine-shaft the ground is rather harder than last week. In the south adit shaft the ground is rather harder, and more water. The forty-two east, on south branch, is six inches wide, worth 5d. per fathom. The forty-two west, on south lode, is fifteen inches wide, composed of spar, and spots of yellow ore. In the forty-two east, on Wheal Jewel lode, the gossan is worn out, and the lode is composed of black ore, mudi, and spar. The thirty west, on Wheal Jewel lode, is eighteen inches wide in the bottom of the level, composed of pyrite, spar, and grey ore; the lode is looking more promising than we have seen it for some time past. The winze in the bottom of the twelve fathom level, on the south lode, continues worth 5d. per fathom. The twelve west, on Wheal Jewel lode, is fifteen inches wide, and appears to be widening—it is worth 10d. per fathom; this level is now over the bunch of ore cut in the thirty. The thirty west on Tolcarne lode, is three feet wide, and a leader of rich ore on the north part of the lode.

STEPHEN LEAN.

TREREIGH CONSOLIDATED MINING COMPANY.

July 4.—The levels are without alteration since my last report, except the sixty east, which is disordered by a slide that improved the lode in sinking, and will require several fathoms to get through it. We are getting on well with the preparations for sinking, having finished dividing and casting the shaft; we shall next week get on with the plant, &c. With respect to the recent discovery in the thirty fathom level, west of the fluocan, this piece of ground continues to improve, and bids fair to be permanent and profitable. As to its being a distinct lode, I am not decided, but think it will hold up, and open tribute ground in the level above. Our ore sold on Thursday last were weighed off yesterday, and amount to 7000. 5s. 10d.

WILLIAM SINCOCK.

TAMAR SILVER-LEAD MINING COMPANY.

July 6.—The prospects in our different levels are as follows:—In the 135 fathom level going south, the lode is two feet wide, composed of caple, spar, and mudi, and some silver-lead ore. At the 135 fathom level, driving south, the lode is one foot in width, producing ore but not rich. In the 115 end driving south, we are at present desuing the lode. In the 105 end going south, the lode is at present small, yet not without lead. In the 90 fathom end driving south, the lode is from four to five feet wide, two feet of which is good work. In the eighty-five end, driving in the same direction, the lode is about one foot wide, at present rather unproductive. In the seventy-five end driving south, the lode is two feet in width, producing ore mixed with caple, mudi, and spar. The tributaries are all working on with spirit, and we have in general a fair prospect of getting wages. The parcel of silver-lead ore sampled 22d. ult., computed 50 tons, was sold to B. Somers, Esq., the 1st inst., at 15d. 10s. per ton.

###### TINCROFT MINING COMPANY.

July 1.—The lode in our engine-shaft is not quite so large as it has been, but still we are raising good work for the front of it; and having a part of the lode to the south, which will fall in with the north part in depth, we may expect by sinking to find it again both larger and better. The 142 east and west is yielding good work for tin and copper ore, and promising. The 100 end is also yielding fair quality tin stuff. The lode in the ninety end has been intersected by a cross-course, and disordered; we hope to see the lode beyond it again in a few days. The stopes in the bottom of the ninety are yielding good work for copper ore, with some tin. The lode in the eighty-one is large, but at present hard and unproductive. The seventy-two immediately over, has rather improved for the during the past week; other tutwork bargains continue much the same as for some time past. Our tin pitches, on the whole, are looking better than usual. On the whole, our prospects may be considered very fair. The lode in the north Tincroft shaft has a very promising appearance; indeed that shaft is now about eight fathoms under the twenty-three fathom level, sinking in the course of the lode.

###### TREDEW MINING COMPANY.

July 6.—The lode in the thirty east is about one foot wide, but unproductive at present. In the thirty west the lode is two feet big, yielding tolerably good work—improved since my last. The lode in the twenty west is from twelve to eighteen inches wide, producing dressing work. The twenty east is not yet improved. The lode in the tea east is twelve inches wide, producing tolerable work—this end is improved. John's lode, in ten fathoms level east, is six inches wide, and ore. The west end is twelve inches wide, producing proving work. The adit end west is twelve inches wide, yielding proving work. The lode in the east end is small, and unproductive at present. We sampled to-day computed 202 tons of ore.

J. BRAY.

###### FOREIGN MINES.

###### IMPERIAL BRAZILIAN MINING ASSOCIATION.

Rio de Janeiro, May 4.—My accounts from Gongo reach to the 24th ult.; the establishment up to that period continued in peace and harmony, and the produce of the mine continued to be satisfactory. The extraordinary session of the Assembly closed its labours yesterday, and the ordinary session was opened immediately after. As the two questions in which the association is interested are at the same moment before the two Houses—one in each—and may both come on for discussion at an early period of the session, all my moments are occupied, and will continue to be so, until I have completed the first necessary duty at the commencement of the campaign.

G. V. DUVAL.

Gold report for seven days, to April 23. Stamps 29 lbs. 4 oz. 6 dwt.—59 lbs. 3 oz. 11 dwt. 12 grs. Total from the 1st January to the 23d April, 943 lbs. 4 oz. 1 dwt.

###### MINES OF IRELAND.

###### LEAD ORE, the produce of Irish Mines, sold at Holywell, on the 25th June:—

Mine.	Tons.	Price.	Amount.
Calme.	21 cwt.	40 10 0	4104 0 0
Derryhoo.	61	9 6 7	569 3 0

###### SALE OF COPPER ORES AT SWANSEA.

Sampled on the 17th of June, and sold at Swansea, on the 8th of July.

Mine.	Tons.	Price.	Stand.	Price.	Mine.	Tons.	Price.	Stand.	Price.	
Cobre	100	14	0	0	Knockmahon	92	94	10 2	7 3	0
ditto	82	154	0	0	ditto	20	9	181 2	6 12	0
ditto	80	241	19 18	0	Cuba	114	15	92 12	6 12	0
ditto	70	244	17 18	0	ditto	41	102	116 11	6 12	0
ditto	48	244	87 19	2	ditto	40	21	89 17	2	0
ditto	89	152	96 12	1	ditto	27	14	92 10	14	0
ditto	74	23	88 12	0	ditto	32	132	14 1	0	0
ditto	71	152	96 12	1	ditto	59	120	2 5	0	0
ditto	41	22	88 17	2	ditto	77	52	110	4 1	0
ditto	39	22	88 17	2	ditto	36	3	131 2	1 14	0
ditto	90	254	87 20	15	ditto	20	51	12 12	1 12	0
Chili	110	23	88 18	2	ditto	51	112	86 17	5 6	0
ditto	72	21	88 17	14	ditto	20	10	108 10	5 6	0
ditto	100	234	88 17	11	ditto	71	16	92 15	5 6	0
ditto	100	234	88 17	11	ditto	6	100	8 6	0	0
ditto	72	21	88 16	10	ditto	70	93	108 2	7 3	0
ditto	31	194	9 12	5	ditto	41	111	4 2	0	0
ditto	61	191	9 12	5	ditto	38	82	116	2 2	0
ditto	38	193	9 12	5	ditto	33	82	116	2 2	0
Santiago	82	274	98 21	17	ditto	18	62	108 1	5 6	0
ditto	79	262	88 21	1	ditto	22	19	96 15	5 6	0
ditto	75	151	92 11	15	ditto	11	17	90 13	13 6	0
Knockenahon	110	82	104	6	ditto	3	260	88 21	3 6	0

###### TOTAL PRODUCE.

Cobre	807	21260	8 8	Kensmare, Ardthull	77	1182	13 6
Chili	510	6631	16	Allihies	70	5 9	0
Santiago	510	8729	3	Liwyd	44	19	12 0
Knockenahon	231	291	0	Lazy	38	69	0
Cuba	231	2898	9 6	Simea Dyluan	20	157	0 0
Ballymurtagh	154	222	266 16	Dwycoed	18	91	7 0
Tigrony	133	406	19 6	Llanberis	15	59	12 6
Valparaiso	101	1678	10 6	Cuba	15	53	0 6

Total tons, 2772.—Total amount, 476,800 lbs.

Copper ores for sale July 15.—Cobre 80, ditto 79, ditto 72, ditto 26, ditto 90, ditto 80, ditto 78, ditto 114, ditto 62, ditto 61, ditto 50, ditto 30, ditto 66—Chili 60, ditto 50, ditto 37, ditto 24—Santiago 100, ditto 66—Valparaiso 67, ditto 66.—Total, 1510 tons.

Copper ores for sale July 29.—Cobre 84, ditto 71, ditto 71, ditto 70, ditto 93, ditto 80, ditto 77, ditto 35, ditto 67—Knockenahon 135, ditto 123, ditto 107, ditto 4—Chili 100, ditto 72, ditto 50, ditto 32, ditto 53, ditto 35—Valparaiso 66, ditto 64, ditto 54, ditto 52, ditto 33—Allihies 111, ditto 108, ditto 92—Santiago 62, ditto 53, ditto 52—Llandudno 78, ditto 42, ditto 21—Lacknacore 61, ditto 25—Liwyd 48—Liwyd 41—Cuba 44, ditto

## PRICES OF STOCKS.

## ENGLISH PUBLIC FUNDS

	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
BANK STOCKS, 7 per Cent.	1734	1732	1732	1732	1732	1732
5 per Cent. Red. Anns.	924	924	924	924	924	924
3 per Cent. Consols	924	924	924	924	924	924
5 per Cent. Anns.	1062	1062	1062	1062	1062	1062
3 per Cent. Red. Anns.	1053	1053	1053	1053	1053	1053
New 5 per Cent. Anns.	1063	1063	1063	1063	1063	1063
New 5 per Cent.	1053	1053	1053	1053	1053	1053
Long Anns.	1059	151	151	151	151	151
Anns. for 30 Years	1059	151	151	151	151	151
Ditto	1059	151	151	151	151	151
India Stock, 10 per Cent.	251	250	251	252	251	251
South Sea Stock, 5 per Cent.	1024	1024	1024	1024	1024	1024
Ditto Old Anns. 5 per Cent.	1024	1024	1024	1024	1024	1024
Ditto New Anns. 3 per Cent.	1024	1024	1024	1024	1024	1024
5 per Cent. Anns.	1751	1751	1751	1751	1751	1751
India Bonds, 3 per Cent.	2 pm	5 pm	8 pm	8 pm	4 pm	4 pm
Bankers Bills, £100,000, 214 per Cent.	26	29	28	28	32	31
Ditto	26	29	28	28	32	31
Ditto	26	29	28	28	32	31
Ditto	26	29	28	28	32	31
Ditto	26	29	28	28	32	31
Bank Stock for Ac. July 14.	250	251	251	251	251	251
India Stock for Op. July 14.	250	251	251	251	251	251

## BANK OF ENGLAND.—TRANSFER BOOKS.

	SHUT.	OPEN.
2 per Cent. Consols	Wednesday, June 3, 1840.	Thursday, July 16.
New 5 per Cent.	Wednesday	Friday
3 per Cent. 1728	Tuesday	Tuesday
New 5 per Cent.	Tuesday	Friday
Annuities Terms of years.	Friday	Mondays
South Sea Stock.	Wednesday	Wednesday
New South Seas Annuities	Thursday	Wednesday
3 per Cent. Annuities, 1751	Thursday	Thursday
East India Stock	Thursday	Tuesday

## FOREIGN STOCKS.

	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Austrian, 5 per Cent.	1104	1104	1104	1104	1104	1104
Belgian, per Cent.	1044	1044	1044	1044	1044	1044
Brazilian	7872	7872	7872	7872	7872	7872
Ditto, 1839	7872	7872	7872	7872	7872	7872
Buenos Ayres, 6 per Cent.	83	83	83	83	83	83
Cuba, 6 per Cent.	83	83	83	83	83	83
Chilian, 6 per Cent.	83	83	83	83	83	83
Colombian, 6 per Cent.	83	83	83	83	83	83
Ditto, 1824, ditto	274	274	274	274	274	274
Danish, 3 per Cent.	80	80	80	80	80	80
Greek, 5 per Cent.	80	80	80	80	80	80
Ditto, 1825, 5 per Cent.	80	80	80	80	80	80
Mexican, 5 per Cent.	80	80	80	80	80	80
Ditto, deferred do.	80	80	80	80	80	80
Ditto, 1825, 6 per Cent.	812	812	812	812	812	812
Ditto, def. do. 6 per Cent.	812	812	812	812	812	812
Neapolitan, 5 per Cent, 1824	812	812	812	812	812	812
Peruvian, 6 per Cent.	812	812	812	812	812	812
Portuguese, 5 per Cent.	812	812	812	812	812	812
Ditto, New 5 per Cent.	812	812	812	812	812	812
Ditto, 1837, 5 per Cent.	812	812	812	812	812	812
Ditto, 3 per Cent.	812	812	812	812	812	812
Russian, 1822, 5 per Cent.	812	812	812	812	812	812
Spanish, 5 per Cent. Consols	812	812	812	812	812	812
Ditto, passive	812	812	812	812	812	812
Ditto, deferred	812	812	812	812	812	812
Dutch, 24 per Cent.	812	812	812	812	812	812
Ditto, 5 per Cent.	812	812	812	812	812	812
Ditto, 8 New, 1837	812	812	812	812	812	812

## FRENCH FUNDS.

	JULY 2	JULY 4	JULY 6	JULY 7	JULY 8	JULY 9	JULY 10	JULY 11	JULY 12	JULY 13	JULY 14	JULY 15
5 per Cent. Anns.	110,500	110,500	110,500	110,500	110,500	110,500	110,500	110,500	110,500	110,500	110,500	110,500
21,000 on Lond. 1 mth.	257	260	254	244	251	260	251	252	250	254	252	250
ditto 3 mths.	257	246	251	252	252	252	252	252	252	252	252	252
44 per Cent. Anns.	80	80	80	80	80	80	80	80	80	80	80	80
4 per Cent. Anns.	100,750	100,750	100,750	100,750	100,750	100,750	100,750	100,750	100,750	100,750	100,750	100,750
3 per cent.	86f. 65c. 81f. 95c.											
Bank Shares	3740f.	3770f.	3760f.									

## IRISH FUNDS.

	JULY 9	JULY 10	JULY 11	JULY 12	JULY 13	JULY 14	JULY 15
Bank Stock	176	176	176	176	176	176	176
Government Debentures 8d per cent.	80	80	80	80	80	80	80
Patriotic Insurance	10	0	0	7d	7d	7d	7d
Prov. Bank of Ireland	25	0	0	45	45	45	45
Hibernian Bank	25	0	0	26	26	26	26
Ditto ditto, reduced	4	per cent.	9d	9d	9d	9d	9d
Consols	8	per cent.	912	912	912	912	912
City Debentures	4	per cent.	501	501	501	501	501
Chesapeake Bills	2d per cent. per £	100	100	100	100	100	100
Kingstown Railway	100	0	0	11d	11d	11d	11d

## AMERICAN FUNDS.

	London	America	London	America	London	America
Redemption	—	—	Louisiana	5 1844, 7, 50, 2.	89	90
New York 1835	—	—	Mississippi	6 1861, 6, 71	—	—
1838	—	—	1838			